

Blackest Job Most Essential

There is no dirtier work to be done on any ship in port, the workers of the Agur company are invariably called in. The work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

The men first took on the job of "blackening" the hull of the ship and have kept at it ever since, forming their cooperative five years ago. Their work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

Because sometimes a ship can only stay in port for a few hours, the work must be done before it can be properly cleaned and often work is interrupted by the arrival of other ships. The work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

Besides these cleaning jobs, the men of Agur also do other work on incoming ships and the work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

Agur also earns dollars, for it is often called on to clean the hulls of foreign ships and to do the work. The work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

Haifa Port—Pageant and 'Parnosse'

For many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

What with Haifa's large immigrant and tourist traffic, the Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

A few months ago, the Haifa Port was a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

It is the story of the Haifa Port, a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.



The 'Dagun' built in Germany for 'Eim'

NEW HARBOURS MEAN NEW TRADE

Jerusalem Post Correspondent

DEEP-SEA Harbour in the South, "Industrial and Free Zone" for the Kishon Harbour, the Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

When it comes down to brass tacks, or in this case, to the actual digging of the first shovel, the work is so essential that they are ready at any hour of the day or night to descend into the bilge, to clean the hull, to remove the rust, to paint the hull and to do the work.

The plans have been drawn up, the Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

The most urgent current problem in Haifa's harbour future is undoubtedly the division of labour between Haifa's main port and the Kishon Harbour. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

After ten minutes, the old man dug looked up from his mail. "Well, gentlemen, I've heard from my wife. My son is dead. His body was washed ashore at the little fishing village in Larnaka, where he was born. His ship sank 120 miles away. Such is the way of the sea. The master then said to his steward, asked for a stiff double whisky and went on with his work. His weather-beaten face never betraying any sign of emotion. Such is the way of the sea."

IN the Port, as in every sphere of Jewish activity there are the usual little men who were such "big men" abroad, or so they say. There is the man in charge of a large shipping company, who is a "big man" in the Port. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

Some of the men are studying at the High School for Law and Economics, and in their free time they are permitted to work the evening shift in order to have their own money to spend on a car. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

It will keep it from interfering with traffic in the main port and guarantee year-round operation independent of sea conditions. The rate of all deposits at the mouth of the Kishon is negligible and requires only little and infrequent maintenance dredging. Finally, the dock will have easy and direct land communications at the site.

In connection with the dry-dock, 200 dunams of Kishon port area should be set aside for ship repair yards, where vessels of up to 1,000 tons may also be built, doing away with present construction in the Bay area and providing a permanent base for transport of the finished craft to the sea. Our maritime experts are very optimistic about our potential craftbuilding future, and proudly point to the Cyprus order for a number of Hayama-built lighters. They believe that the shipbuilding industry, supplier of small vessels for the Middle East, India, Burma, East Africa and Ethiopia.

Fishing Fleet
West of the Kishon should give our fishing fleet a suitable harbor, and work on this has already started. It may also be used, our experts say, for handling citrus shipments. If the right stores with the right facilities are constructed here, the Kishon could relieve the main port of its winter citrus burden, enabling it to concentrate on general and especially bulk cargo, now bottlenecked at the main port and, greatly raising the port's capacity.

The Kishon should also be a lighter harbor. Here, in the Kishon, the Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

Then passenger ship also with much laughter and heartiness. When a ship brings another transport of newcomers for Israel's new farms, some "mass" usually remains. Among them there is the "investor," who claims to be a "big man" in the Port. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

One arrival from a South American country, a smartly dressed young man with a suitcase full of new clothes and a car. He was found to be weak-minded. It turned out that he was the owner of a small shipping company, who is a "big man" in the Port. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

Among the emigrants who leave Israel via the Port there have recently been a couple of Christians. One of them was a young man, who was a "big man" in the Port. The Haifa Port is a pageant and a 'Parnosse' for many Haifians, the Port is a way of making a living.

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Keeping 'em Shipsshape

Jerusalem Post Reporter

WHEN our reporter asked the spokesman of the Palestine Ship Repair Co. Ltd., why the firm does not change its name to "Israel" company, he was told that for 25 years the firm has been building a reputation for its name, which has come to stand for something in the shipping world.

Founded in 1930 by Mr. A. Hinder, marine engineer, and the late Mr. E. Tavin, Naval Architect, the firm now employs 60 men in its workshops near the port, and has built up a reputation for its name, which has come to stand for something in the shipping world.

When the floating dry dock arrived, the company "naturally assumed" that it would be permitted to use the dock for a reasonable fee, usually calculated on a percentage basis. The company has established excellent connections with several foreign lines for which it has done repairs in the past, which it would now lose if the docking facilities were denied it.

Workshop Locations

Last November, the Ministry of Communications sent the company a written promise that it would do its best to ensure the use of the docking facilities for all the country's repair companies. The company feels that once the dock is permanently located in the Kishon harbour, all interested firms should be encouraged to build their workshops in the area. This would make for competition and assure low prices and efficient work in turn, encouraging shipping lines to have their repairs done in Haifa.

The arrival of the dock has created a new era of great potential for Israel ship repairs, and the Palestine Ship Repair Company is hoping to use this golden opportunity to develop its capacity with new investments. However, as long as it remains uncertain whether the dock will be run as a national enterprise, the firm's spokesman emphasized.



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